

## ATTACHMENT H



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City of Phoenix Planning Commission  
Board of Supervisor's Auditorium  
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*I'm Erik Espinoza and I live at 5712 N 103rd Dr, Glendale Az 85307. I comment to lend my local perspective about item number 8 of the June 2, 2022 Planning Commission meeting regarding case Z-138-F-83-5 (Aldea Centre PUD).*

*I am in opposition to the request. Through the designation of a PUD, the land owner and the developer were given significant power in design and development of the area use. Failure to take appropriate measures to protect surrounding properties and Grand Canal users from impacts of those uses is evident. Arguments were made on page 48 in the Z-138-D-83 narrative that have carried forward which suggest commercial use should be towards the Canal and Residential use away. In fact, the land owner received a minor amendment to replace **Section 507 Tab A (II)(E)(2)(2.6.4)** appropriate guidelines in design review that allowed land uses far less compatible with the Canal system frontage. As a result, vista wrecking, monotonous warehouses on grade elevations significantly higher than nearby communities were built, which now promote unlawful commercial traffic and noise throughout the area. You may regard work request 2201994 City of Phoenix Traffic Investigator, Anthony Contreras and case file pertaining to such traffic.*

*Larissa subdivision, the local residential and school district are absorbing consequences of poor planning and oversight of this PUD. Specifically, Ryan Norris of Trammel Crow Company, who was disingenuous in his action to stop semi trucks traveling through restricted residential roadways, is a perfect example of how our community has been ignored. It should be considered that the commerce center, at a million square feet of warehouse space, will have a high negative impact on residential development of the proposed parcel. Besides setbacks and loading dock screening, no other provisions are offered to protect the proposed residential development from the noise and congestion of the semi truck traffic. I find it unreasonable that only now, when all other land in the development has been accounted for, a residential development request near the canal is being considered, especially after beautiful mountain views have been blocked and heavy*

commercial semi truck traffic uses have been introduced. It is a failed opportunity to really build value in the community and Phoenix.

An overall view of the area should be considered. The proposed site is surrounded by future developments or developable land and the Street Transportation Department may require that these developments be considered when estimating future traffic volumes.

**I would be interested to know if any of the Traffic studies included estimates of these future traffic volumes.** To the north is Glendale, between Ballpark Boulevard and Glendale Avenue on 99th Avenue Vision 2 is planned as a development, providing the foundation for high intensity, pedestrian active, mixed-use/urban developments. "The applicant and property owners anticipate the construction of a mixed-use development that will include such land uses as office, retail, hotel, and high density multifamily residential. " Under construction to the east is the Crystal Lagoons Island Resort directly in line with the proposed development. To the south are more high intensity residential and commercial uses, among them is pending construction of La Mesa RV, and south of Camelback the Bungalows on Camelback which are also under construction. 99th avenue also acts as a reliever to Loop 101 due to traffic delays, closures, and events at Glendale's Westgate area. I am unaware of recommendations from Phoenix or Glendale that pertain to road improvements to handle higher traffic or recessed bus stops outside of the main lanes of travel, as 99th is only 2 Lanes each way. I also am unsure of implications these developments will have on overall traffic especially during seasons of high usage,' i.e. Spring training/Football or typical prime time hours of use. I have concerns as to whether current growth trends have been accounted for when calculating terms in the Traffic Study. I know it is a concern of multiple cities as to the flow of traffic on 99th avenue due to Maricopa Association of Governments having Parsons Brinckerhoff Inc prepare the 99th Avenue Corridor Optimization, Access Management Plan and System Study.

Housing Phoenix Plan has been effective; there have been 20,530 units developed in just the 2 years since its initiation as of the writing of this letter. I can attest to the development in my area and offer an insight that the area is being saturated by a variety of mixed family developments. Moreover, because the Phoenix housing market is well overvalued, the pursuit of rapid construction of "affordable dwellings" at the moment can easily be appealing but can lead to an over production of rental housing. One must be prudent in regulating the speed of growth of units that are not equitable for its residents. In concentrating on building rental housing to accommodate rapid growth perhaps in a temporary bubble, we are under developing equitable properties that will grow communities, leading to home ownership becoming more expensive and less accessible. Huge increases in rezoning for logistical commerce centers within mixed use areas are

*lending to increases in land prices and so we see commercial markets and developers of rentals as the answer to support the growth. This also contributes to sprawling issues. One should be cautious of a "right now" type mindset. I recommend pursuit of suitable commercial use that would benefit users of the Canal and local residential district without compromising local interests.*

*I support a request of clarification by members present on this motion reason(s) for such vote. Thank you all for crafting our great city.*

Best Regards,

Erik Espinoza